

been already consumed, and pipes are being laid in street, Smith and Harrison streets, and in La Rue place.

The report here is another building of works of art. A brick structure, 200 feet long, by 40 wide, and will contain two hundred and twenty rooms. The roof is of light iron, strong, and elegant and substantial. The foundation is laid on eight hundred piles, capped and imbedded in the lava, and all the other buildings of the city are being built on the same material as the new work, and the works, and parts of the general character of solidity.

Another noticeable feature in the docks which have been built on the creek. Three hundred and sixty feet long, and 40 wide, and will contain two hundred and twenty rooms. The foundation is laid on eight hundred piles, capped and imbedded in the lava, and all the other buildings of the city are being built on the same material as the new work, and the works, and parts of the general character of solidity.

The principal officers are William P. Libby, President; Mr. Stebbins, Treasurer; Mr. Warren, Secretary; Mr. Robertson, Engineer.

The charge of the existing company was \$3 per cubic foot of gas, but on the 1st of July was reduced to \$2.50—the price the new company will charge. This good result has been already attained by the anticipated competition.

It is said that the Citizens' Gas Light Company's works will be the most extensive of the kind ever commenced and carried out in the United States. There are larger in existence, but, common as they were for the requirements of the city, and the other buildings of the city are being built on the same material as the new work, and the works, and parts of the general character of solidity.

Another valuable improvement in Brooklyn, which the citizens are already beginning to enjoy and appreciate, the city railroads, which, without the aid of "gravel bills," are almost daily stretching their iron arms in every direction, calculated to afford accommodation to the rapidly growing city and suburbs.

**THE BROOKLYN CENTRAL RAILROAD.**  
starts at Fulton ferry, running through Furman street, along the shore, and touches at the Wall street and South street, thence passing along through Atlantic street to Bedford. The simple connection of the three ferries by horse cars is in itself a progressive step of the greatest advantage, and demands who do business in New York, have hitherto been recommended by the absence of this facility, will gladly avail themselves of this important change.

The Brooklyn Central Railroad Company have likewise opened a travel route on Fifth avenue to Greenwood Cemetery, which touches all the entrances to that beautiful "City of the Dead." As soon as the Hunter's Point terminus of the Long Island Railroad is opened, the company will put their horse cars on the road to Jamaica.

Much gratification is expressed by the people on the line of the road, and they will probably continue to use it to the end of the year. The steam cars now run frequently once in the middle of the day, and do not do more than to show the way to the business in New York as an opportunity of going home.

The City Railroad Company are laying a track through Broadway street, which will be a great convenience to the shore to Hamilton avenue; and when this is done all the service will be thus admirably brought in connection.

**REMOVAL OF THE ATLANTIC STREET TUNNEL.**  
The long pending difficulty of "steam on Atlantic street" has been finally settled, and the abrogation of the gloomy tunnel has been at last decided. Steam will therefore be taken from the streets after October, when it is supposed that there will be no more of the kind in the value of property in that section, which has heretofore been kept in a depressed state by its obnoxious presence.

**MR. HENRY WARD BEECHER'S NEW CHURCH.**  
His enterprise remains in statu quo, the locality of the future edifice not having been fully determined. The trustees of the church own fourteen lots on the Heights, near Montague street, which were purchased as an eligible site, but the difference of opinion which marks the deliberations of the society has prevented the selection of any spot. Some are in favor of purchasing the ground of the Pierpont street Baptist church; others of rebuilding on the site already occupied, while a few believe the enlargement of the present structure would answer all the requirements of the society.

The latter plan is in no danger of being abandoned, if not determined. As most of the society are at present absent from the city, it is not likely that anything will be done in the matter until their return, when we understand some definite action will be taken.

**THE PROSPECT HILL PARK.**  
This commendable enterprise seems as yet to be under the shadow of the law, where the value of the lands proposed, and the manner of appropriation, have formed grounds for a tedious litigation. It may therefore be some time before the citizens of Brooklyn are able to enjoy the pleasure of rides and promenades in the rural suburb which has been contemplated for their sovereign enjoyment.

From all these facts it is evident that our neighbors of Brooklyn are following the example of enterprise which is visible to them on this side of the river. They are adopting measures, too, which are calculated to make their people more independent of their sister city than they have been heretofore, in much that relates to both the pleasure and business of the city.

As most of the society are at present absent from the city, it is not likely that anything will be done in the matter until their return, when we understand some definite action will be taken.

**Obituary.**  
Mr. ELLIOT, the inventor of percussion caps, died at Bardonia, N. J., last week, having attained the age of eighty-eight years. He was born in England, and was an emigrant to this country in 1810. A few years ago our government granted him quite a large sum for his invention for loading guns.

**FINANCIAL AND COMMERCIAL.**  
There is no change in the money market. The demand for call loans at 7 per cent is pretty active, and there is a fair supply of paper seeking discount at 4 1/2. For the present the alarm about a stringent money market appears to have subsided, and parties are lending as freely as ever at the advanced rates.

A moderate business was done to-day in foreign bills, within the limits of 189 1/2 for sterling, and 5 1/2 1/2 for francs, the quotations being for bankers' bills. The steamers to-morrow are the Fulton and the City of Manchester, which will probably take out from six to seven hundred thousand dollars, a fair proportion of which will be specie. The shipments of gold, at the present rate of exchange, is a very speculative business, and in many cases results in a loss to the shipper.

The transactions at the Stock Exchange to-day were large, and in most descriptions a further advance was realized. The bears appear to have withdrawn from the contest, and the upward movement proceeds without interruption. It is argued by those who believe in higher prices that, comparing the present business of the railways with that of previous years, nearly all the leading railway stocks are very much lower than they ought to be. When last the roads took in as much money as they are now doing New York Central was selling at par, Rock Island at 90, Galena at 80, and so on throughout the list, and it is argued that as the public gradually recover from the prejudice against railway property engendered by the crisis, these prices will undoubtedly rise once more. It is certain that the recent advance of 15 to 20 per cent has rather tended to increase than to diminish the volume of purchases, both on speculation and for investment, by the outside public. Nor is this difficult to explain. Almost every person who has bought stocks within the past ninety days has lost money. Even the recent decline of 6 or 8 per cent did not profit the bears, for their heaviest short sales were at the lowest points touched. The bulls, thus strengthened, both in pocket and in confidence, are enlarging their circle of operations, while the bears are correspondingly intimidated and driven from the circle of speculation. Of course it cannot be expected that each day will witness an advance in every stock. There must, even in the most bull periods, be full days and reactions; the advance in one stock may be greater than in others, and some may, for long periods, remain stationary and neglected. But it will be pretty certain that all or nearly all the speculative stocks of the day will have profits to divide this fall and next spring, and it follows as a natural consequence that the chances are in favor of their being at least as high in price as now. Hence, parties who are not regular speculators are encouraged to buy a few shares of

Central or Galena, or Rock Island or Toledo, or Illinois Central or Hudson River, and to hold them for at least one dividend. So long as this tendency exists on the part of the public the bears will have a hard road to travel. The most buoyant stocks of the day to-day were Erie, which advanced to 32, closing that bid, against 30 1/2 at the close yesterday; Rock Island, which sold at 82 1/2, closing 81 1/2, against 82 yesterday; Illinois Central, which sold at 89, closing at 88 1/2; and Toledo, which sold at 84, closing at 83 1/2. The demand for the Western shares generally was lively, and the cash sales larger than usual. New York Central was not so strong; it closed 87 1/2, against 87 yesterday. Hudson River was firm at a small advance. At the close to-day the market was irregular, and stocks closed at the following quotations:—Virginia 6's, 91 1/2; Missouri 6's, 90 1/2; Canton, 20 1/2; Cumberland Coal preferred, 14 1/2; Pacific Mail, 83 1/2; New York Central, 87 1/2; Erie, 32 1/2; Hudson River, 82 1/2; Harlem, 18 1/2; Harlem preferred, 48 1/2; Reading, 47 1/2; Michigan Central, 71 1/2; Michigan Southern and Northern Indiana, 22 1/2; do. guaranteed, 48 1/2; Panama, 12 1/2; Illinois Central, 88 1/2; Galena and Chicago, 79 1/2; Cleveland and Toledo, 48 1/2; Chicago and Rock Island, 81 1/2.

The street has been full of rumors to-day in relation to the Artisans' Bank on the one side, and the Shoe and Leather Bank on the other. We have heard the stories of both sides; but as we understand that the Clearing House Association have appointed a committee for the purpose of investigating the subject, and that this committee will probably make an authentic statement of the facts, we withhold our information on the subject for the present. The public will now have an opportunity of ascertaining whether the Clearing House Association is of any use, or whether, as has so often been stated, it is a mere old women's convention, incapable of taking any sensible action for the public interests.

The business of the Sub-Treasury was as follows to-day:—  
Receipts..... \$328,860 33  
For currency..... 201,000 00  
For gold and silver..... 224,457 01  
Balance..... 5,684,166 17

The exchanges at the Bank Clearing House this morning were \$21,160,201 47, and the balances \$770,372 06.

The Illinois Central company has received payment in full this month on 6,000 shares, and up to this morning \$2,021,000 of the freedland bonds were redeemed. The advances from the Land Office of the 11th and 12th are of \$7,731 81 cash collected, and \$14,146 00 of lands sold.

The Chicago, Burlington and Quincy road earned the first week of September:—  
1859..... \$40,938 52  
1860..... 40,492 43

The Michigan Central road earned the first week in September:—  
1859..... \$46,701 91  
1860..... 46,172 17

The Erie and Ontario road earned in August, 1860, \$25,500, of which \$32,000 was earned in the closing week.

The movement of the banks in the four principal cities of the Union, in their weekly reports are made, as shown by their last statements, is as follows:—

**NEW YORK.** 1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27  
The expenditures for the year 1859-60 were \$721,506 67, leaving net earnings to the amount of \$579,305 67.

The earnings of the East Tennessee and Georgia Railroad for the year ending June 30 were:—  
Receipts..... \$13,454 78  
Total receipts last year..... 12,157 35

The earnings of the Chicago, Burlington and Quincy Railroad line in the first week of September were:—  
1859..... \$40,938 52  
1860..... 40,492 43

**Stock Exchange.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Banking.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Commerce.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Finance.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Industry.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Transportation.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Real Estate.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Public Works.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Education.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Religion.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Amusement.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Charity.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Science.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Art.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Medicine.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Law.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Politics.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**History.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Geography.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Biography.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Philosophy.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Psychology.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Logic.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Metaphysics.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Mathematics.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Natural Science.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Physical Science.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

**Chemical Science.**  
1859. 1860. Increase.  
Total..... \$1,300,812 40 1,635,096 67 \$334,284 27

The Cincinnati Gazette, under date of Monday evening, remarks:—  
The money market did not undergo any material change to-day. There was a good demand, but it was not pressing, and the regular houses were able to extend the usual accommodations to their customers. In order to do this, however, it is necessary to have a ready supply of cash. The latter are in most cases down to the lowest working average. Western merchants will borrow more cash of the banks, and the banks will advance it in the day with some of the dealers, but as the supply is not heavy in the aggregate, it was deemed best not to make a reduction in rates of interest, or until dealers should be able to meet the demand fully at lower figures. It is probable, however, that a decline will be established before the close of the week.

The Cincinnati Gazette of Tuesday evening thus notices money and exchange matters in that city:—  
There has been an increasing demand for currency during the week, and the banks are not able to supply it in the usual manner. The regular houses continue to take all the acceptable paper offered by their customers, and maintain a ready supply of cash. But holders experience more difficulty in negotiating loans, and for outside paper rates are 1 1/2 per cent higher. The market is entirely disproportionate to the demand for accommodations, and it is not likely that the situation will be in active request, but there are very few of them on the market, and lower grades, which are somewhat abundant, attract no special notice and cannot be placed inside of our last quotations. The banks take all the unexceptionable names that are offered to them, and the market closes buoyant and at a high price. The highest city paper, highest grades, 3 per cent mortgage country and city paper, 12 months' acceptances (A) 1 1/2 to 2 months' 80, 6 months' and under, 1 1/2; long paper, 2 to 3, 10; long paper, 10 to 15, 15 to 20, 20 to 25, 25 to 30, 30 to 35, 35 to 40, 40 to 45, 45 to 50, 50 to 55, 55 to 60, 60 to 65, 65 to 70, 70 to 75, 75 to 80, 80 to 85, 85 to 90, 90 to 95, 95 to 100, 100 to 105, 105 to 110, 110 to 115, 115 to 120, 120 to 125, 125 to 130, 130 to 135, 135 to 140, 140 to 145, 145 to 150, 150 to 155, 155 to 160, 160 to 165, 165 to 170, 170 to 175, 175 to 180, 180 to 185, 185 to 190, 190 to 195, 195 to 200, 200 to 205, 205 to 210, 210 to 215, 215 to 220, 220 to 225, 225 to 230, 230 to 235, 235 to 240, 240 to 245, 245 to 250, 250 to 255, 255 to 260, 260 to 265, 265 to 270, 270 to 275, 275 to 280, 280 to 285, 285 to 290, 290 to 295, 295 to 300, 300 to 305, 305 to 310, 310 to 315, 315 to 320, 320 to 325, 325 to 330, 330 to 335, 335 to 340, 340 to 345, 345 to 350, 350 to 355, 355 to 360, 360 to 365, 365 to 370, 370 to 375, 375 to 380, 380 to 385, 385 to 390, 390 to 395, 395 to 400, 400 to 405, 405 to 410, 410 to 415, 415 to 420, 420 to 425, 425 to 430, 430 to 435, 435 to 440, 440 to 445, 445 to 450, 450 to 455, 455 to 460, 460 to 465, 465 to 470, 470 to 475, 475 to 480, 480 to 485, 485 to 490, 490 to 495, 495 to 500, 500 to 505, 505 to 510, 510 to 515, 515 to 520, 520 to 525, 525 to 530, 530 to 535, 535 to 540, 540 to 545, 545 to 550, 550 to 555, 555 to 560, 560 to 565, 565 to 570, 570 to 575, 575 to 580, 580 to 585, 585 to 590, 590 to 595, 595 to 600, 600 to 605, 605 to 610, 610 to 615, 615 to 620, 620 to 625, 625 to 630, 630 to 635, 635 to 640, 640 to 645, 645 to 650, 650 to 655, 655 to 660, 660 to 665, 665 to 670, 670 to 675, 675 to 680, 680 to 685, 685 to 690, 690 to 695, 695 to 700, 700 to 705, 705 to 710, 710 to 715, 715 to 720, 720 to 725, 725 to 730, 730 to 735, 735 to 740, 740 to 745, 745 to 750, 750 to 755, 755 to 760, 760 to 765, 765 to 770, 770 to 775, 775 to 780, 780 to 785, 785 to 790, 790 to 795, 795 to 800, 800 to 805, 805 to 810, 810 to 815, 815 to 820, 820 to 825, 825 to 830, 830 to 835, 835 to 840, 840 to 845, 845 to 850, 850 to 855, 855 to 860, 860 to 865, 865 to 870, 870 to 875, 875 to 880, 880 to 885, 885 to 890, 890 to 895, 895 to 900, 900 to 905, 905 to 910, 910 to 915, 915 to 920, 920 to 925, 925 to 930, 930 to 935, 935 to 940, 940 to 945, 945 to 950, 950 to 955, 955 to 960, 960 to 965, 965 to 970, 970 to 975, 975 to 980, 980 to 985, 985 to 990, 990 to 995, 995 to 1000, 1000 to 1005, 1005 to 1010, 1010 to 1015, 1015 to 1020, 1020 to 1025, 1025 to 1030, 1030 to 1035, 1035 to 1040, 1040 to 1045, 1045 to 1050, 1050 to 1055, 1055 to 1060, 1060 to 1065, 1065 to 1070, 1070 to 1075, 1075 to 1080, 1080 to 1085, 1085 to 1090, 1090 to 1095, 1095 to 1100, 1100 to 1105, 1105 to 1110, 1110 to 1115, 1115 to 1120, 1120 to 1125, 1125 to 1130, 1130 to 1135, 1135 to 1140, 1140 to 1145, 1145 to 1150, 1150 to 1155, 1155 to 1160, 1160 to 1165, 1165 to 1170, 1170 to 1175, 1175 to 1180, 1180 to 1185, 1185 to 1190, 1190 to 1195, 1195 to 1200, 1200 to 1205, 1205 to 1210, 1210 to 1215, 1215 to 1220, 1220 to 1225, 1225 to 1230, 1230 to 1235, 1235 to 1240, 1240 to 1245, 1245 to 1250, 1250 to 1255, 1255 to 1260, 1260 to 1265, 1265 to 1270, 1270 to 1275, 1275 to 1280, 1280 to 1285, 1285 to 1290, 1290 to 1295, 1295 to 1300, 1300 to 1305, 1305 to 1310, 1310 to 1315, 1315 to 1320, 1320 to 1325, 1325 to 1330, 1330 to 1335, 1335 to 1340, 1340 to 1345, 1345 to 1350, 1350 to 1355, 1355 to 1360, 1360 to 1365, 1365 to 1370, 1370 to 1375, 1375 to 1380, 1380 to 1385, 1385 to 1390, 1390 to 1395, 1395 to 1400, 1400 to 1405, 1405 to 1410, 1410 to 1415, 1415 to 1420, 1420 to 1425, 1425 to 1430, 1430 to 1435, 1435 to 1440, 1440 to 1445, 1445 to 1450, 1450 to 1455, 1455 to 1460, 1460 to 1465, 1465 to 1470, 1470 to 1475, 1475 to 1480, 1480 to 1485, 1485 to 1490, 1490 to 1495, 1495 to 1500, 1500 to 1505, 1505 to 1510, 1510 to 1515, 1515 to 1520, 1520 to 1525, 1525 to 1530, 1530 to 1535, 1535 to 1540, 1540 to 1545, 1545 to 1550, 1550 to 1555, 1555 to 1560, 1560 to 1565, 1565 to 1570, 1570 to 1575, 1575 to 1580, 1580 to 1585, 1585 to 1590, 1590 to 1595, 1595 to 1600, 1600 to 1605, 1605 to 1610, 1610 to 1615, 1615 to 1620, 1620 to 1625, 1625 to 1630, 1630 to 1635, 1635 to 1640, 1640 to 1645, 1645 to 1650, 1650 to 1655, 1655 to 1660, 1660 to 1665, 1665 to 1670, 1670 to 1675, 1675 to 1680, 1680 to 1685, 1685 to 1690, 1690 to 1695, 1695 to 1700, 1700 to 1705, 1705 to 1710, 1710 to 1715, 1715 to 1720, 1720 to 1725, 1725 to 1730, 1730 to 1735, 1735 to 1740, 1740 to 1745, 1745 to 1750, 1750 to 1755, 1755 to 1760, 1760 to 1765, 1765 to 1770, 1770 to 1775, 1775 to 1780, 1780 to 1785, 1785 to 1790, 1790 to 1795, 1795 to 1800, 1800 to 1805, 1805 to 1810, 1810 to 1815, 1815 to 1820, 1820 to 1825, 1825 to 1830, 1830 to 1835, 1835 to 1840, 1840 to 1845, 1845 to 1850, 1850 to 1855, 1855 to 1860, 1860 to 1865, 1865 to 1870, 1870 to 1875, 1875 to 1880, 1880 to 1885, 1885 to 1890, 1890 to 1895, 1895 to 1900, 1900 to 1905, 1905 to 1910, 1910 to 1915, 1915 to 1920, 1920 to 1925, 1925 to 1930, 1930 to 1935, 1935 to 1940, 1940 to 1945, 1945 to 1950, 1950 to 1955, 1955 to 1960, 1960 to 1965, 1965 to 1970, 1970 to 1975, 1975 to 1980, 1980 to 1985, 1985 to 1990, 1990 to 1995, 1995 to 2000, 2000 to 2005, 2005 to 2010, 2010 to 2015, 2015 to 2020, 2020 to 2025, 2025 to 2030, 2030 to 2035, 2035 to 2040, 2040 to 2045, 2045 to 2050, 2050 to 2055, 2055 to 2060, 2060 to 2065, 2065 to 2070, 2070 to 2075, 2075 to 2080, 2080 to 2085, 2085 to 2090, 2090 to 2095, 2095 to 2100, 2100 to 2105, 2105 to 2110, 2110 to 2115, 2115 to 2120, 2120 to 2125, 2125 to 2130, 2130 to 2135, 2135 to 2140, 2140 to 2145, 2145 to 2150, 2150 to 2155, 2155 to 2160, 2160 to 2165, 2165 to 2170, 2170 to 2175, 2175 to 2180, 2180 to 2185, 2185 to 2190, 2190 to 2195, 2195 to 2200, 2200 to 2205, 2205 to 2210, 2210 to 2215, 2215 to 2220, 2220 to 2225, 2225 to 2230, 2230 to 2235, 2235 to 2240, 2240 to 2245, 2245 to 2250, 2250 to 2255, 2255 to 2260, 2260 to 2265, 2265 to 2270, 2270 to 2275, 2275 to 2280, 2280 to 2285, 2285 to 2290, 2290 to 2295, 2295 to 2300, 2300 to 2305, 2305 to 2310, 2310